

The Hong Kong Daily Press.

No. 8506

二月二十一日光

HONGKONG, SATURDAY, MARCH 28TH, 1885.

號八十二三英香

PRICE \$2 PER MONTH

SHIPPING.

ARRIVALS.

March 27, NAM YAN, British steamer, 472 A. Gureau, Haiphong 24th March, General A. R. MARTY.
March 27, DON JUAN, Spanish steamer, 654, Jose M. Marquez, Manila 24th March, General BRAND & CO.
March 27, KANGSHAOKA, Russian steamer, 702, A. W. Ingram, Nagasaki 22nd March, General H. J. H. TIPPER.
March 27, ALBANY, British steamer, 1,484, E. Porter, Amoy 25th March, General ADAMSON, Brix & CO.
March 27, TEUCER, British steamer, 1,350, E. T. Power, London 9th February, and Singapore 21st March, General BUTTERFIELD & SWIRE.
March 27, DOUGLAS, British steamer, 982, M. Young, Foochow 24th March, Amoy 25th, and Swatow 26th, General DOUGLAS LARKE & CO.
March 27, ROLAND, French cruiser, Capt. Mayet, Saigon 23rd March.
March 27, KILMARNOCK, British steamer, 1,060, O'NEILL, Saigon 23rd March, Rio CAPTAIN.
March 27, DIAUNE, British steamer, 561, J. Newton, Bangkok 20th March, Rio and General YEN FAT HONG.
March 27, BENTENE, British steamer, 1,497, Alex Thomas, Saigon 23rd March, Bled GIBR, LIVERPOOL & CO.
March 27, MIDAS, British g-t, from a cruise.
March 27, AMOY, British steamer, 814, D'EVILLE, from Whampoa, General SIEMSEN & CO.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
27th MARCH.

Eurydice, British str., for Singapore.
Albion, German str., for Java.
Signal, German str., for Hoitow.
Metre, British str., for Singapore.

DEPARTURES.

March 27, ANTON, German str., for Hoitow.
March 27, Minot, British g-t, for a cruise.
March 27, ACTIS, Danish str., for Canton.
March 27, FOXEY, British str., for East Coast.
March 27, MOSES, British str., for Bombay.
March 27, EUPHRATES, British steamer, for Singapore.

PASSENGER.

ARRIVED.

Per Nam-wei, str., from Haiphong.—3 Europeans and 5 Chinese.
Per Don Juan, str., from Manila.—1 Indian and 160 Chinese.
Per Kamtschatka, str., from Nagasaki.—3 Japanese.
Per Albany, str., from Amoy.—200 Chinese.
Per Teucer, str., from London, &c.—Mr. and Mrs. Spreckengross, and 411 Chinese from Singapore.
Per Douglas, str., from Coast Ports.—Mr. and Mrs. Daberry, Messrs. John Grant and Alford, and 24 Chinese.
Per Douglas, str., from Bangkok.—8 Chinese.
Per Benazeira, str., from Saigon.—20 Chinese.
DEPARTED.

Per Fokien, str., for Amoy.—Mr. and Mrs. Schjøth, for Foochow.—Mr. W. P. Galton.

REPORTS.

The Spanish steamer *Dos Juncos* reports left Manila on the 24th March, and had calm and foggy weather.

The British steamer *Killarney* reports left Singapore on the 23rd March, and had fine weather throughout.

The British steamer *Albany* reports left Bangkok on the 26th March, and had light and thick weather throughout.

The British steamer *Douglas* reports left Bangkok (Sharp Peak) Tuesday, 24th March, had moderate N.E. breeze and thick misty weather.

Left Amoy Wednesday, 25th, moderate breeze and hazy weather. Left Swatow Thursday, 26th, moderate N.E. winds and thick misty weather.

In Amoy str., *Emeraldia*, *Carissa*, *Flora*, and *H.I.G.-ship Elizabeth*. In Swatow str., *Flora*, *C. C. Kao*, *Horizon*, and *Harlequin*.

AMOY SHIPPING.

ARRIVALS.

21. Fokien, British str., from Foochow.
21. Christian, German str., from Sourabaya.
21. Orestes, British str., from Hongkong.
23. Camots, Dutch str., from Hongkong.
23. Albany, British str., from Shanghai.
24. Firebrand, British str., from Hongkong.

DEPARTURES.

20. Seave, British str., for Shanghai.
20. Douglas, British str., for Foochow.
21. Orestes, British str., for Shanghai.
21. Plagon, British str., for Nagasaki.
21. Emoy, Spanish str., for Manila.
21. Fokien, British str., for Swatow.

VESSELS ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN, AND MANILA.

(Per last Month's Advice.)

Charlotte, Hongkong. Feb. 12.

Cascapedia (a.), Yokohama. Feb. 13.

Menselaus (a.). Shanghai. Feb. 14.

Marie Louise. Hongkong. Feb. 15.

Benedict (a.). Shanghai. Feb. 16.

Oberon (a.). Manila. Feb. 17.

Electra (a.). Shanghai. Feb. 18.

INSURANCES.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES to the extent of \$50,000, on first-class risks at current rates.

MELCHERS & CO.

Hongkong, 27th March, 1885.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & CO.

Hongkong, 1st January 1885.

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed Agents for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & CO.

Hongkong, 5th November, 1885.

INTIMATIONS.

FOR SALE.

BEDSTEADS!

BEDSTEADS!!

BEDSTEADS!!!

NOTICE.

A. SWATSON AND CO.,
FAMILY AND DISPENSING
CHEMISTS,
By Appointment to His Excellency the
GOVERNOR AND HIS ROYAL HIGHNESS THE
DUKE OF EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS
PHARMACEUTICAL,
PATENT MEDICINE VENDORS,
DRUGGISTS' SUPPLYMENT,
And
AERATED WATER MAKERS.
SHIPS' MEDICINE CHESTS REFITTED
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. SWATSON and Co., or HONGKONG DISPENSARY.

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DEPARTMENT OF INVITATIONS.

LEA AND PERRINS' SAUCE
The Original and Genuine
WORCESTERSHIRE SAUCE bears
the autograph signature of Lea and Perrins on a red
label. Sold wholesale by the
Proprietors—W. & J. LEA LTD.
Crosse & Blackwell, London.

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NOTICE TO CORRESPONDENTS.

Communications on editorial matters should be addressed to "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communication addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until conformed.

*Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

The Daily Press.

HONGKONG, MARCH 28TH, 1885.

The ironclad turret ship *Agamemnon*, the magnificent floating castle now in harbour, of any practical use? According to Sir E. J. Reed only a negative answer can be returned to this inquiry. The latest received number of *The Times* contains "a public and solemn appeal" from the late Chief Constructor to the Navy, concerning the condition of no less than ten of Her Majesty's ships, including the *Agamemnon*, which he specially mentions. A summary of his remarks, which occupy three and a half columns of *The Times*, is given in another column. The indictment he brings against the Admiralty is a very heavy one, and were it not that the public reposes some confidence in those entrusted with the responsibility of naval construction, would be calculated to cause the greatest consternation. In the letter in question Sir E. J. Reed cannot be regarded as an impartial authority, but must be looked upon rather as a controversialist trying to make out a strong case for his own side. Nor does he possess a very high character for consistency or accuracy of statement. The question of armoured versus unarmoured ends has been argued with great warmth by authorities on naval construction for a long time past, and Sir E. J. Reed has not always been found on the same side. In his letter to *The Times* he adopts the principle that "the fairest available approximate measure of the power of the ships is their displacement or total weight." It always represents power of some kind. But in the notice of Sir E. J. Reed in "Men of the Time," which was doubtless revised by himself before it appeared, we find the following:—"He submitted to the Admiralty proposals to reduce the dimensions, cost, and time required for building our iron-clads." Again, in an article which appeared recently in the *Pall Mall Gazette* on the subject of unarmoured ends, we find the following: "which we have not seen contradicted either by Sir E. J. Reed himself or anyone on his behalf:—"When the necessity for increasing the weight of armour in the central citadel had to be faced, the stripping of the ends was recommended by Sir E. J. Reed, and approved by the Committee on Design. Successive Boards of Admiralty composed of naval officers have approved of design after design of the same pattern, and Sir E. J. Reed only last year submitted to the Admiralty a design for an ironclad of this build. The Italian Government has stripped its ironclads of all armour except the vitals. The German Government has followed our example." The theory of unarmoured ends, therefore, has not always been opposed by eminent authorities. It may be that on the whole the armoured ends will be found to have the balance of advantage on their side, but in the meantime the vessels with unarmoured ends are far from being the helpless things Sir E. J. Reed now attempts to make out they are. The case for the unarmoured ends is that the amount of water that will be admitted by these perforations can be calculated to a nicely, and it is known to an inch how far the ship would sink, and what degree of speed she would lose under these circumstances. The armoured shot-proof shelving deck which dips down under water at each end is the real floating platform on which the central citadel is built. Perfection above this floating platform would not affect the life of the ship. But how are the ends to be perforated? With shell from long-range guns—the operation might be simple, but Sir E. J. Reed lays particular stress on their vulnerability to small shot, and even to machine guns. In this connection he quotes and endorses the following remarks by Lord CLANWILLIAM:—"There is another point about these vessels. Supposing we are on an enemy's coast, and we are attacked by gunboats. The end of that ship is riddled by the fire from the gunboats; the parts thus riddled become filled with water, the ship becomes very difficult to handle, and her captain is unable to handle her as a British man-of-war ought to be handled." Supposing the vessel were a mere target this would be reasonable enough, but being armed with thirty-eight

ton and four-ton guns would the gunboats ever get near enough to do any damage with their smaller weapons? We would be very sorry for the gunboats that engaged the *Agamemnon*. Then again, comparing the British ironclads with the French, Sir E. J. Reed omits to mention that the *Amiral Duperré*, which is accepted as the ideal ironclad by some authorities, while she has a belt of thick armour running all round the ship at the water line, leaves her guns exposed to machine gun's fire. In the British vessel the guns are protected. Supposing, therefore, that the *Amiral Duperré* and the *Agamemnon* were opposed to each other, it seems to us the former, with her unprotected guns, would be at a greater disadvantage than the latter with her unarmoured ends. The principle that the fairest available approximate measure of the power of the ships is their displacement or total weight, because it always represents power of some kind, may do very well for a general average, but it cannot be accepted as determining accurately the relative merits of particular ships. A point may be reached beyond which weight becomes an incubus without bringing additional power. To carry heavy armour, for instance, in those parts of a ship which do not require armour, would simply be to carry so much dead weight adding to the displacement without increasing the actual fighting power. The *Agamemnon* is an experiment in the way of reducing the size (and consequently the weight) of ironclads without reducing their power. According to Sir E. J. Reed the experiment is a failure. The papers by the next mail will no doubt contain replies to his letter by the champions on the other side, who will probably take up the argument put into their mouths by the *Pall Mall Gazette*, that you can always keep a ship afloat and "fightable" by water-tight compartments and a shoving deck, and that when projectiles can be hurled through 19 inches of armour it is a waste of scarce resources to squander any of the available displacement in armoring the non-vital portions of the ship.

The fatal disturbance at Quarry Bay on Wednesday evening, occurring so soon after the Tsat Tze Mui murder, clearly demonstrates the necessity for a Police Station there. Since the establishment of the Taikoo Sugar Refinery a village of some importance has sprung up at Quarry Bay, and the village of Tsat Tze Mui is close by; the population in both places would seem to be of a turbulent character, and further precautions for the preservation of peace and good order are much needed. There are police stations a few miles distant on each side—Shau-ki Wan to the eastward and Whitfield to the westward, and the road between them two and passing through or close by the villages of Tsat Tze Mui and Quarry Bay is regularly patrolled. But something more than a patrol, passing at stated intervals is wanted, namely, a force on the spot ready to act instantly in any emergency that may arise. In a disturbance such as that of Wednesday much mischief may be done before assistance can be obtained from Shau-ki Wan, whereas one or two policemen on the spot would probably be able to suppress, a riot before it attained alarming proportions, or would at all events be able to hold it in check until assistance came. The establishment need not be a large one, and possibly the men might be obtained by a rearrangement of the duties at Shau-ki Wan and Whitfield. At all events the necessity of the permanent presence of a few policemen at Quarry Bay has been clearly demonstrated, unfortunately in a very disastrous manner, and the Government cannot now safely any longer leave it unguarded.

Keh, Tajin, the new Taishi appointed to Amoy, arrived at that port from Foochow on the 20th inst.

We hear that H. M. S. turret ironclad *Agamemnon* is to leave here to-day under sealed orders.

The British gunboat *Firebrand*, Commander Dickson, arrived at Amoy on the evening of the 20th inst. from Hongkong.

We have to acknowledge receipt of a pamphlet entitled "The Revenue of China," being a series of articles reprinted from the *China Mail* with an appendix.

The Russian ironclad *Pladimir Monomach* with Admiral Crown on board, arrived at Manila on the 21st instant, and was followed by the cruiser *Oriental*.

The Musical Club will give their long promised concert at St. Andrew's Hall, City Hall, this evening. The programmes are an excellent and varied one, and there will no doubt be a full house.

The German barque *Maria Louise* came round Aberdeen docks, and the German steamer *Mercy* went over to the Kowloon docks yesterday. The British steamer *Sardonyx* goes round to Aberdeen to-day.

By mistake we stated in yesterday's issue that Major-General Cameron and family were the guests of General and Mrs. Egerton. We understand that a general invitation was sent to Government House and will remain the guests of His Excellency the Governor until Head-quarter House is ready for their reception.

A fire broke out in a brothel at No. 40, Squareside, Tsimshai-shan, on the 25th ult. The fire, which was well attended, commenced ringing at about 1.25, and there was soon a very large crowd at the scene of the outbreak. The house is three storied, and the flames broke out on the ground floor, from what cause does not appear to be known for certain, but it is believed to have arisen from the usual carelessness among Chinese in the preparation of food. Before the fire was discovered the fire had already taken a considerable hold, and by the time all the inmates of the house had been aroused, the stairs were burning, and the escape of a number of them was cut off. The unfortunate woman, finding they could not get down the stairs, made for the windows, and jumped down into the street, one after another. The fall was a terrible one, and several were badly hurt, three being sent to the police hospital, and the Government Civil Hospital, one died during the night. The street being above the level of Hollywood-road, was a long way from the Frays, and the water power upon the burning house was obtained from the hydrants. The house was burnt out, but the efforts of the Fire Brigade were successful in keeping the flames from spreading to the adjoining houses, and in this way the destruction was kept to a minimum.

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The French cruiser *Roland*, Captain Mayot, arrived here yesterday from Saigon.

The final company regatta of the Buffs was sailed off on the Creek Grand jury Tuesday morning at 9 a.m. The competing teams were those of D and E Companies, those having been the successful ones in the preliminary races. The former won with comparative ease. The *Amiral Duperré*, which is accepted as the ideal ironclad by some authorities, while she has a belt of thick armour running all round the ship at the water line, leaves her guns exposed to machine gun's fire. In the British vessel the guns are protected. Supposing, therefore, that the *Amiral Duperré* and the *Agamemnon* were opposed to each other, it seems to us the former, with her unprotected guns, would be at a greater disadvantage than the latter with her unarmoured ends. The principle that the fairest available approximate measure of the power of the ships is their displacement or total weight, because it always represents power of some kind, may do very well for a general average, but it cannot be accepted as determining accurately the relative merits of particular ships. A point may be reached beyond which weight becomes an incubus without bringing additional power. To carry heavy armour, for instance, in those parts of a ship which do not require armour, would simply be to carry so much dead weight adding to the displacement without increasing the actual fighting power. The *Agamemnon* is an experiment in the way of reducing the size (and consequently the weight) of ironclads without reducing their power. According to Sir E. J. Reed the experiment is a failure. The papers by the next mail will no doubt contain replies to his letter by the champions on the other side, who will probably take up the argument put into their mouths by the *Pall Mall Gazette*, that you can always keep a ship afloat and "fightable" by water-tight compartments and a shoving deck, and that when projectiles can be hurled through 19 inches of armour it is a waste of scarce resources to squander any of the available displacement in armoring the non-vital portions of the ship.

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You will be interested to know that a copy of the New Treaty with Korea concluded by Sir Harry S. Parkes, Her Majesty's Envoy Extraordinary, had been laid before the Chamber of Deputies for the consideration of the Committee thereon, and that your Committee had expressed its views on the terms of the Treaty.

The *Amiral Duperré* has been fitted and came into operation on the 25th April, 1884.

AMENDED STAMP ORDINANCE.

This Ordinance was referred by your Committee to the Secretary of State, the Minister of Foreign Affairs, and the Admiralty.

The new steamer *Wylde Yew*, built by Messrs. Yunnati, and engaged by the *Crown & Co.* of Wanchai, went on its trial trip Thursday afternoon. The competing teams were those of D and E Companies, those having been the successful ones in the preliminary races. The former won with comparative ease. The *Amiral Duperré*, which is accepted as the ideal ironclad by some authorities, while she has a belt of thick armour running all round the ship at the water line, leaves her guns exposed to machine gun's fire. In the British vessel the guns are protected. Supposing, therefore, that the *Amiral Duperré* and the *Agamemnon* were opposed to each other, it seems to us the former, with her unprotected guns, would be at a greater disadvantage than the latter with her unarmoured ends. The principle that the fairest available approximate measure of the power of the ships is their displacement or total weight, because it always represents power of some kind, may do very well for a general average, but it cannot be accepted as determining accurately the relative merits of particular ships. A point may be reached beyond which weight becomes an incubus without bringing additional power. To carry heavy armour, for instance, in those parts of a ship which do not require armour, would simply be to carry so much dead weight adding to the displacement without increasing the actual fighting power. The *Agamemnon* is an experiment in the way of reducing the size (and consequently the weight) of ironclads without reducing their power. According to Sir E. J. Reed the experiment is a failure. The papers by the next mail will no doubt contain replies to his letter by the champions on the other side, who will probably take up the argument put into their mouths by the *Pall Mall Gazette*, that you can always keep a ship afloat and "fightable" by water-tight compartments and a shoving deck, and that when projectiles can be hurled through 19 inches of armour it is a waste of scarce resources to squander any of the available displacement in armoring the non-vital portions of the ship.

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In the colony, that any elective arrangement for a Municipal Government would come to the world's end if it were not approved by the Chinese. The Chinese do some things better than we do. They are far in advance of us in sanitary matters (laughter)—but in other respects we may be in advance of them. Well, gentlemen, you smile, but I say that the Chinese, in some portions of their sanitary arrangements—*i.e.* in the carrying of excreta—are far in advance of ourselves. In other respects, however, they are not so good as we are. They are quite sure that there is not one gentleman at this table who would desire to change our present Government into a Government by Chinese. (Hear, hear.) I do not wonder at Mr. MacEwen's feelings upon the matter. I have regretted and grieved under it for 25 years, but I conceive we may sleep out the trying man into the fire. As to the cargo boats, I am quite sure that there is not one gentleman at this table who would desire to change our present Government into a Government by Chinese. (Hear, hear.) I do not wonder at Mr. MacEwen's feelings upon the matter. I have regretted and grieved under it for 25 years, but I conceive we may sleep out the trying man into the fire.

The CHAIRMAN.—I think with that expression of opinion the Committee will always take into consideration the question of establishing a cargo boat system, and when I have done so, as far as possible, anything that should be done, or that there may be correspondence which it is undesirable to publish in an incomplete form.

Mr. MacEwen proposed a vote of thanks to the Chairman, which was carried by acclamation. This closed the business.

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THE CLAN FIGHT AT QUARRY BAY.

ADJOURNED INQUIRY.

The adjourned inquiry into the circumstances attending the death of Siu Shing, who was killed in a gun fight at Quarry Bay on the 25th inst., was resumed at the Magistrate's yesterday afternoon before the Coroner, Mr. H. E. Wodehouse, and a jury composed of Messrs. Alex. Britto, J. Baptista Gomes, and Athanase F. Eberle.

The Coroner told the prisoners that they had been arrested on the charge of causing the death of the deceased, but that they were not on trial. If they wished to say anything concerning the matter they were at liberty to do so.

The prisoners did not wish to say anything.

The first witness, re-called, said that the man who poked the deceased in the left side was the second prisoner. He was quite close to them; all the prisoners were there; witness knew them.

He was the second prisoner poked the deceased although the watchman said it was the third prisoner. Witness did not see the third prisoner do anything. There was no particular reason against the deceased.

Sic Aching, re-called, said he was sure it was the second prisoner who poked the deceased; all the other prisoners were there.

The Coroner addressed the jury saying that according to the medical evidence they could come to a conclusion whether the deceased died from the effects of the injury received or from the blow to the guilt in causing the death which was caused.

The Coroner said he was sure it was the second prisoner who poked the deceased; or if they found there was intention of taking the deceased's life they would return one of murder.

The second point was whether the whole of the prisoners were concerned in the matter or only some of them. The next point would be to consider what the role of each prisoner were equally concerned in the matter or some of them had taken more active part in it than others.

The jury returned a verdict of manslaughter.

The deceased was in the region of the spleen. The spleen was the mark of the blow. The other hurts were of a superficial character.

The deceased was a man of apparently good health, but not of very powerful build.

Si Akwing, coolie in the Taikuo Sugar Refinery, Quarry Bay, said the deceased, Siu Ahing was his classmate, who was a married man, 39 years of age. He was descended from Ningpo, China, and was born in that town. Ningpo is the same town as here, but there was no town in former days. I think we ought to seriously consider the subject which Mr. Francis has so well alluded to. I would venture to go beyond him considerably. He has said the hatters are too new Hongkong, but I venture to say that the hatters should be outside the island altogether. It is on the island to the north, and on the mainland that the real difference between the two sides should be placed, and if it should be said that those places do not belong to us—why should they not? (Laughter and applause). If they say they cannot see the propriety or the rectitude of extending the British empire, then I say we had better shut up altogether. (Laughter). I hold that distinction and barbarism cannot exist together, nor can one extending race over another. That is the law of nature, established, or nearly so—I believe a man has been discovered on one of them (laughter)—but that is neither here nor there. Suppose the Germans took Lantau, or proposed to take it?—(laughter)—where should we be? We should be just like the Australians with regard to Fiji, and say "On you shant have it on any account." There are islands and several other little islands that are not part of the Kowloon which should not be given either by negotiation or if that failed by war. (Laughter and applause). I say we in Hongkong have a right to take those islands and fortify them for the defence of this colony. I believe that if this was brought to the notice of a Conservative Government there would be no difficulty in the way of our planting our banner on Lantau and that little island to the east. The German forces will be incurred for what I agree with Mr. Francis would be in a great degree useless.

The CHIEF.—I hope to see that Mr. MacEwen's remark about my absence at the time of the riotous and turbulent strike was present at the time the riot took place and I must say it occurred to me the way that strike was put down, the short amount of incoherence, considering the size and character of the affair that was caused, and the very small amount of bloodshed (there was unfortunately one man killed and one or two wounded) reflected great credit on the way the master was dealt with. (Hear, hear.) What an ignorant mob is overruled and overruled by men who strike from a distance, it is not by violent means that such men can be permanently dealt with on land. The quiet strength of the British fleet that was caused, and the very small amount of bloodshed (there was unfortunately one man killed and one or two wounded) reflected great credit on the way the master was dealt with.

Si Akwing, coolie employed at the same works as the deceased, said he was a classmate of the deceased, and had lived with him in the same coolie house. He was one of those standing with the deceased and last witness outside the cooler house when the fire was started, and the prisoners were sent back from the fire when they saw the deceased, and beat him. Deceased offered no resistance nor did any of the prisoners wanted to run in after him, but some of the other men then prevented them. After he ran in he was taken very ill and died in a few minutes. The prisoners had all gone away when he died. Witness could not say whether any one beside the second prisoner struck the deceased, but there was a crowd of men in the side he ran into the house, and some of the prisoners wanted to run in after him, but some of the other men then prevented them.

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INSURANCES.

NOTICE.

THE CHINA FIRE INSURANCE COMPANY LIMITED.
Is prepared to ACCEPT FIRST-CLASS RISKS at 1%, net per Annum, and other INSURANCES at Current Rates.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.

JAS. B. COUGHTRELL,
Secretary.

Hongkong, 27th March, 1883. [73]

PHEONIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at the following Rates:

On First-class Godowns, at 1%, Net per Annum.

On First-class Godowns, & Merchandise stored, at 1%, Net per Annum.

On Coal, at 1%, Net per Annum.

On Petroleum in H-

censed Godowns, at 1%, Net per Annum.

On First-class Chinese Tea, at 2%, Net per Annum.

On Second-class Chinese Tea, at 2%, Net per Annum.

Tonaments, at 2%, Net per Annum.

DOUGLAS LAPRAIK & Co., Agents for Phoenix Fire Office.

Hongkong, 6th August, 1881. [15]

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS of FIRST-CLASS GODOWNS at 1% Net premium per Annum, NORTON & Co., Agents.

Hongkong, 29th May, 1881. [13]

TRANSPLANT INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

STOLTERFOFT & HIRST,

Hongkong, 14th November, 1884. [360]

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to this date to GRANT POLICIES ON FIRST-CLASS RISKS to the extent of £15,000, at the Reduced Tariff Rates.

DOUGLAS LAPRAIK & Co.

Hongkong, 11th May, 1881. [14]

NEW YORK LIFE INSURANCE COMPANY.

LIFE ASSURANCE ONLY.
Purely mutual; all profits belong to Policy-holders and appointments are made annually.

STATEMENT FOR YEAR ENDING

31st DECEMBER, 1883.

Accumulated Funds 211,379,944.

Surplus over all liabilities and Reserves, etc. 2,139,338.

to the amount paid by the Government.

Income for year 1883. 2,717,500.

C. SETON LINDSAY,

Agent, Hongkong.

Department of the East.

BIRLEY DALRYMPLE & Co., Agents, Hongkong.

46]

SUN FIRE OFFICE.

The Undersigned are prepared from this date to GRANT POLICIES against FIRE at the extent of \$30,000 on first-class risks.

LINSTEAD & DAVIS,

Agents, Sun Fire Office.

Hongkong, 12th May, 1881. [13]

IMPERIAL FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at the extent of \$30,000 on any one.

FIRST-CLASS RISK.

RATES ON FIRST-CLASS GODOWNS REDUCED TO 1% PER CENT. FEET PER ANNUM FROM THIS DATE.

GIBR. LIVINGSTON & Co., Agents.

Imperial Fire Insurance Company.

Hongkong, 9th May, 1881. [17]

FIRE INSURANCE COMPANY OF 1877.

IN HAMBURG.

THE Undersigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.

FUSTAU & Co., Agents.

Hongkong, 15th January, 1884. [135]

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned, having been appointed Agents for the above Company or a prepared to issue Policies of Insurance against Fire on the usual terms.

ARNFIELD, KARBERG & Co.

Hongkong, January, 1882. [947]

THE MAN ON INSURANCE COMPANY LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), \$1,000,000.

BOARD OF DIRECTORS.

LUM SIN SANG, Eng.

BAN HUP, Eng.

TOW CHONG FENG, Eng.

CHAN LI CHOW, Eng.

O. HOI CHUNE, Eng.

WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 2 Queen's Road West, Hongkong, 14th March, 1881. [1923]

THE MANHATTAN LIFE INSURANCE COMPANY OF NEW YORK.

156 & 158, BROADWAY.

THE Undersigned, having been appointed Agents for the above Company are prepared to take applications for LIFE INSURANCE at reduced rates.

FUSTAU & Co., General Agents.

Hongkong, 1st August 1884. [64]

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST.

A.D. 1720.

THE Undersigned, having been appointed Agents for the above Corporation, are prepared to grant Insurance as follows:

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Port of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

SHIP DEPARTMENT.

Policies issued for sums not exceeding £2,000, at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, 26th July, 1872. [11]

NOW READY.

THE CHRONICLE & DIRECTORY.

For 1883.

With which is incorporated

THE CHINA DIRECTORY.

(TWENTY-THIRD ANNUAL ISSUE).

ROYAL OCTAVO, pp. 1,104. 35.00.

SMALLER EDITION, pp. 716. 30.00.

THE CHRONICLE AND DIRECTORY

has been thoroughly revised and brought up to date, and is again much increased in bulk:

It contains Descriptions and Statistical Accounts of, and Directories for

Hongkong, Japan, and the Philippines.

Do. Ladies' Directory Nagasaki.

Do. Military Forces, Kobe (Hiroo).

Do. Chinese Hong.

MACAO.

PAKHOI.

Hollow.

WAMPONA.

Cam.

Santow.

Army.

Taiwo.

Taiwan.

Kolum.

Feechow.

Wen-chow.

Shanghai.

Chinkiang.

Weihai.

Tsinan.

Tsinan.